

Chapter 19.320***Heliports and Helistops*****19.320.010 Purpose**

The purpose of regulating heliports and helistops is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

19.320.020 Applicability and Permit Requirements

Heliports and/or helistops, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this Chapter.

19.320.030 Exemptions

Temporary landing sites for helicopters shall be exempt from any discretionary permit requirement and instead shall be subject to the approval of the Airport Director. However, temporary landing sites for helicopters for use in excess of 48 hours shall be subject to approval by the City Council.

19.320.040 Site Location, Operation and Development Standards

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to heliports and helistops unless otherwise specified here.

A. Site Location Standards**1. Ground Level Sites**

- a. The proposed use shall be located on a site that ensures that such use will not adversely affect the adjoining land uses and the growth and development of the area in which it is proposed to be located.
- b. The site shall be so located to insure that, as much as possible, the approach-departure paths leading to and from the heliport are over terrain that affords emergency landing areas such as open parks, golf courses, industrial areas, highways, freeways and open land to provide adequate emergency landing spots in case of propulsion failure. Approach-departure paths over residential developments, schools and playgrounds or highly populated areas shall be avoided.
- c. The size and shape of the site proposed for use should be adequate to allow full development of the proposed use in accordance with FAA standards and in a manner not detrimental to the particular area nor to its peace, health, safety and general welfare.

- d. The site shall be served by streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by this use.

2. Elevated Sites

- a. The proposed use shall be located on a site that ensures that such use will not adversely affect the adjoining land uses and the growth and development of the area in which it is proposed to be located.
- b. The site shall be so located to insure that, as much as possible, the approach-departure paths leading to and from the heliport are over terrain that affords emergency landing areas such as open parks, golf courses, industrial areas, highways, freeways and open land to provide adequate emergency landing spots in case of propulsion failure. Approach-departure paths over residential developments, schools and playgrounds or highly populated areas shall be avoided.
- c. The size and shape of the site proposed for use should be adequate to allow full development of the proposed use in accordance with Federal Aviation Administration standards and in a manner not detrimental to the particular area nor to its peace, health, safety and general welfare.
- d. The site shall be served by streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by this use.
- e. All provisions of the City Building Code pertaining to structural requirements of a building to support an elevated helistop shall be met.

3. Temporary Sites

- a. Location of temporary sites shall be subject to California Division of Aeronautics criteria.
- b. Locations shall be at ground level only.

B. Operation and Development Standards

1. All Sites

- a. Hours of operation shall be limited to the periods between sunup and sundown daily unless properly lighted and specifically approved for night operation.
- b. Emergency fire-fighting equipment shall be provided as deemed necessary and adequate by the City Fire Marshal and the California Division of Aeronautics.

- c. Emergency communications shall be available between the heliport or helistop and the Fire Department communication center. These facilities may consist of a standard fire alarm or a direct line to a telephone staffed 24 hours per day.
- d. Fueling and maintenance facilities shall be subject to City Fire Marshal approval.
- e. All trash receptacle areas in the vicinity of heliports shall be enclosed by masonry walls at least six feet in height and a solid wooden gate of equal height. Trash bins and receptacles shall have lids to prevent blowing of litter and debris.
- f. A wind-indicating device shall be provided and maintained on site at all times in a workable condition.
- g. Any helicopter take-offs or landings within three miles of the Riverside Municipal Airport shall maintain two-way radio contact with the airport's air traffic control tower.
- h. The requirements of these regulations shall not apply to the operation of helicopters in emergency situations when a landing and take-off is necessary to protect life or property. Such operations shall be carried out in a prudent manner with due regard for safety.

2. Ground Level Sites

- a. The minimum take-off and landing area length and width shall measure one and five tenths times the overall length of the largest helicopter proposed for use on the site.
- b. Obstruction clearance surfaces shall be as recommended by the Federal Aviation Administration standards.
- c. Each take-off and landing area shall have 2 obstruction clearance surfaces at least 90 degrees apart, one of which shall be into the prevailing wind.
- d. The take-off and landing area shall be provided with adequate lighting if used for night or all-weather conditions. All lighting shall be directed away from adjacent properties or public rights-of-way.
- e. The helicopter landing facilities shall be marked as recommended by the Federal Aviation Administration.
- f. Surfacing of the landing facility shall be so as to minimize the blowing of any dust, dirt or other objectionable material onto neighboring property.

- g. Take-off and landing areas shall be no closer than 50 feet from any property line. Any administrative or operations building erected on a heliport site shall be located not closer than fifteen feet from any property line. Helicopter maintenance buildings and hangars shall be located not closer than 25 feet from any property lines. Location and setbacks for buildings storing combustibles shall be approved by the City Fire Marshal.
- h. A 10-foot-wide landscaped setback shall be provided along the perimeter of the heliport with thick, fast-growing shrubs and ground cover to be planted along interior property lines.
- i. A peripheral area surrounding the landing and take-off area with a minimum width of 15 feet for use as an obstruction-free safety zone shall be provided.
- j. The exterior edge of the peripheral area shall be fenced or otherwise protected to keep unauthorized persons out of these areas. Fences shall be a minimum of 3 feet in height.

3. Elevated Sites

- a. The dimensions of the take-off and landing areas for elevated helistops shall be the same as for ground level sites.
- b. The roof shall be provided with a parapet a minimum of 36 inches high; if no parapet is provided, a fence a minimum of 36 inches high shall surround the periphery of the building. Where openings pierce the roof, they shall be provided with a 6-inch-high curb and fire protected as required for vertical shafts. No openings in the roof shall be permitted within 25 feet of the landing area boundaries.
- c. Building exits shall be located away from the take-off or landing pattern.
- d. No fueling or repairing of helicopters shall be permitted, except of an emergency nature when approved by the City Fire Marshal.
- e. Separator or clarifying tanks for collecting spilled fuel shall be installed under approval and supervision of the Fire Department.
- f. "No Smoking" signs shall be conspicuously located around the landing pad. Letters on the signs shall be not less than 4 inches high on a background of contrasting color.
- g. Mechanical, air handling and air conditioning equipment or penthouses shall be:
 - (1) a minimum of 25 feet from the landing pad,
 - (2) located outside the landing and take-off pattern, and

- (3) protected by a substantial incombustible barrier on the side toward the landing pad.
 - h. Two or more wet standpipes, each equipped with a one and one-half inch valve and one and one-half inch rubber lined fire hose not over 100 feet in length, shall be provided to reach all parts of the roof. Each hose line shall be equipped with an approved variable fog nozzle and shall be supplied with sufficient pressure to provide a good fog pattern. Hose cabinets shall be located near the roof exits and elsewhere as necessary to comply.
 - i. Emergency communications shall be available between the helistop and the Fire Department communication center. These facilities shall consist of a standard fire alarm box or a direct line to a telephone manned 24 hours per day.
 - j. Helistop landing facilities shall be marked as recommended by the FAA.
4. Temporary Sites
- a. Development standards for temporary sites shall conform to California Division of Aeronautics requirements and other conditions deemed appropriate by the Airport Director or City Council.

19.320.050 Additional Permits

- A. Federal Aviation Administration California Division of Aeronautics and Airport Land Use Commission approval are required.
- B. No heliport or helistop for which a discretionary permit has been approved shall operate prior to the subsequent approval of the plans by the California Department of Aeronautics, and an airspace review by the Federal Aviation Administration has determined that no air traffic hazard exists.
- C. Revocation of a permit to operate a heliport or a helistop by the California Department of Aeronautics shall be a cause for the revocation of any discretionary permit by the City.
- D. The rules and regulations duly enacted by an appropriate agency of the State and presently in effect and all duly enacted additions or amendments thereto, and that govern the establishment or operation of heliports or helistops, are hereby referred to, adopted and made a part of this section as fully in all respects as if particularly set forth herein.